

2001-1



The Henrietta Marie, one of Joe Barr's works. Joe is the Member who is putting together the Conference at the Dossin Great Lakes Museum on Belle Isle Detroit, Michigan.

**JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF
AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.



BACK ISSUES of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in -Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DRIVE, SPRING HILL, FL 34606. Please send check or money order payable to RAY HANDWERKER. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each

Politically correct ways of saying someone's stupid:

- 1) A few clowns short of a circus.
- 2) A few fries short of a happy meal.
- 3) If brains were taxed, he'd get a rebate.

The Bottle Shipwright

Volume 19.

Number 1.

Association Officers

JACK HINKLEY.....President
FRANK SKURKA.....Vice President
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Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER- The Henrietta Marie
By Joe Barr

BACK COVER- The Frigate Pandora.
& a Dutch Yacht, Bernd Braatz.

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THAT IS ALL!

.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

Plans for the conference are pretty well fixed.
Registrations have been slower coming in than hoped
for. **ALL REGISTRATIONS MUST BE IN MY HANDS BEFORE APRIL 1st.** as there are some arrangements to be made based on the number attending.

I'd like to clear up a bit of confusion which has been brought to my attention regarding my mailing address.

The address indicated on my "PIRATES" letterhead is Coraopolis, Pa. The return address on other mail indicates Moon Township. Either or both are correct with the same zip code. The Post Office combined them into one branch.

I live in Moon Township and so use that address out of community spirit.

(Pee ess) Boy! I don't Foto too well !!.

Community Spirited
Jack.

HIT THE BOTTLE

Jack

More politically correct ways of saying someone's stupid;

- 1) Sharp as a donut.
- 2) Body by Fisher, brains by Mattel.
- 3) Her antenna doesn't pick up all the channels.

Send Material for the Editor to -----
5075 Freeport Drive, Spring Hill, FL., 34606
E-Mail address bt1shprt@innet.com

Ray Handwerker



You may have noticed some changes with and in the Bottle Shipwright as of this issue. Yes it is slightly thinner. (less weight less postage) and yes it did arrive via First Class mail. The bulk rate fee went up to \$125. as of this year , and since I was doing all the work for the mailings , and some of the copies were getting lost or taking forever to arrive. (The last issue I mailed one to myself from the post office that is 2 miles away. It took 14 days to come back to me). Hope to see some of you the end of next month in Detroit.

Now let's refill those bottles.

WELCOME ABOARD NEW MEMBERS.

George H. Allen, 6136 Gillespie St. Philadelphia, Pennsylvania. 19135.
Michael S. Klicek, 2964 Roundtree Dr. Troy, Michigan. 48083.
Hector H. Sepulveda, 1035 Buckingham Ave. Apt 92-B, Norfolk, Virginia. 23508
Jamie Stewart Jr. 334 Clinton St. Brooklyn, New York. 11231.
M.N. Sonny Varela, 1314N. 725W., W. Bountiful, Utah 84087.

ADDRESS CHANGES.

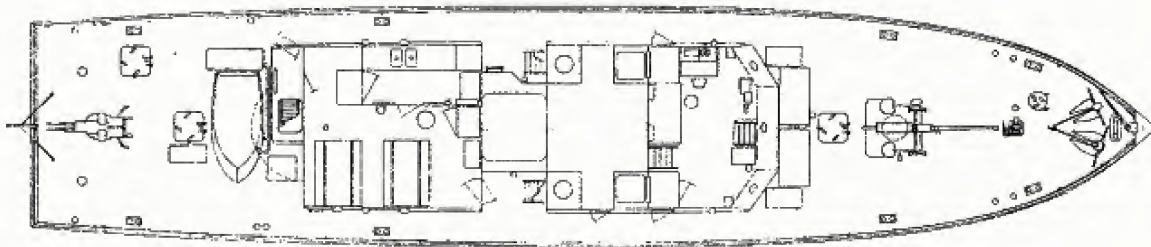
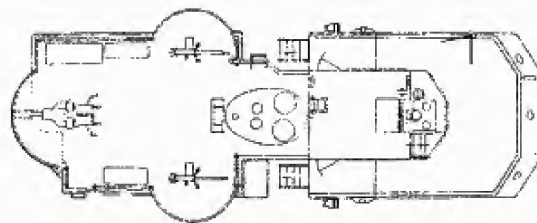
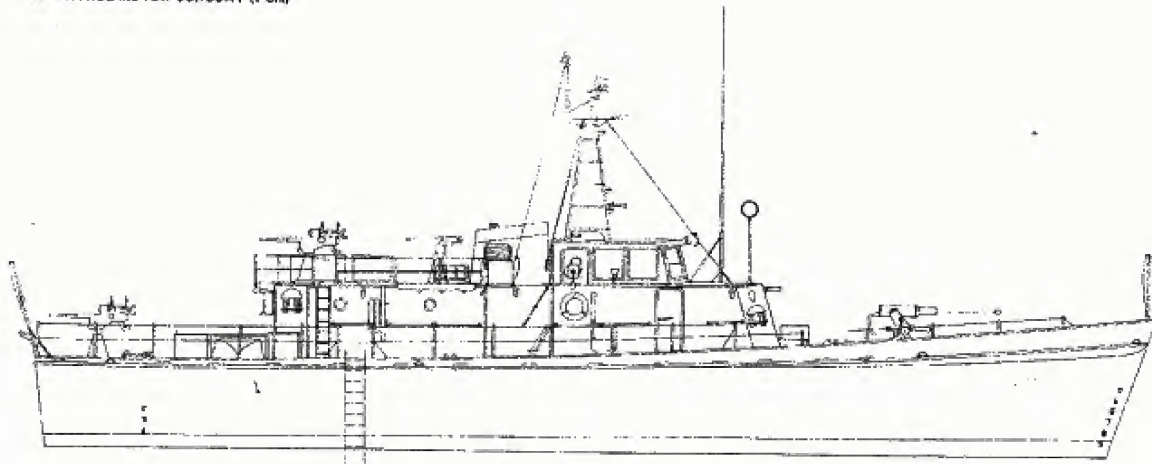
Bob Brown, 7 Holly Tree La. Belmont, New Hampshire. 03220.
Steven W. Moseley, 222 Senator Pl. 32, Cincinnati, Ohio. 45220.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



The photo above is another of Joe Barr's works but he neglected to write the name of the vessel on the back.

100' PATROL MOTOR GUNBOAT (PGM)



Subject: Press Release Detroit SIBAA

Date: Tue, 8 Aug 2000 12:02:29 -0400

From: "Barr, Joe" <BarrJ@tacom.army.mil>

To: "HubbardDon@aol.com" <HubbardDon@aol.com>,
"btlsprt@innet.com" <btlsprt@innet.com>, "abellinger@mcle.org" <abellinger@mcle.org>

Here's my final take on this release. I'll take care of the local stuff here, but if you know of any publications that might be interested, please send it to them. Thanks!
Joe

FOR RELEASE IN LATE JANUARY - EARLY FEBRUARY 2001
FOR FURTHER INFORMATION CONTACT: Curator John Polacsek. Phone: 313/852-4051

The Dossin Great Lakes Museum on Belle Isle Park in Detroit, Michigan is pleased to announce the opening of a special Ships-In-Bottles exhibit to be held in conjunction with the 300th anniversary of the City of Detroit.

This exhibit will run for ten months from April 2001 to January 2002 and will feature superb examples of this traditional nautical folk art produced by members of the Ships-in-Bottles Association of America. The exhibit will open on April 4, 2001. On Saturday, April 28, 2001, the ship-in-bottle builders will demonstrate their craft for the general public at the Dossin Museum. 38 ships-in-bottles will be in the exhibit from 16 states as well as some from foreign countries. This exhibit and gathering of ship-in-bottle makers is one of the largest ever held in the United States. The exhibit will remain until it closes in January 2002.

The museum is located at 100 Strand Drive on Belle Isle Park in Detroit, MI 48202. The museum is open five days a week (Wednesday through Sunday) from 10:00AM to 5:00PM. Admission fee for adults is \$2.00 and \$1.50 for seniors and children age 12-18. Children under 12 are free.

Driving directions from Detroit: Proceed northeast on Jefferson Ave. to the MacArthur (Belle Isle) Bridge. Cross the bridge and follow the road to the museum. Driving time is approximately 10 minutes from the center of downtown Detroit in light traffic.

For further information call the Museum at: 313/852-4051

By the way, the zip code of the Dossin Museum that we published (I got it from Polacsek's business card) has the wrong Zip Code. If you'd please let folks that you have contact with know that this is the correct address:

Dossin Great Lakes Museum
100 Strand Drive on Belle Isle
Detroit, MI 48207

(Not that the Zip was published as 48202 -- as long as the guys have the address "100 Strand Drive on Belle Isle", there will be no delay in delivery of the SIBs. The correct zip code is 48207.)

Next, in response to your speaker's request: nope, there is not an overhead projector available and no flip chart either. I'd recommend that the presenters bring hard copies if they need to refer to drawings. Also, I can get copies made if I get an electronic file sent to me via e-mail (JoeBarr@boatnerd.com) ahead of time. I'm hoping that I won't have to make many copies, but I'll try to accommodate the speakers if I can. Just let me know.

That's all for now. Michigan weather has been hot and cold. Hot meaning some days have been in the fifties and then the very next day will be below 20 degrees. The shipping season is expected to have a slow start this year with the down turn especially in the steel industry. There's lots of talk of a number of ships not even fitting out at all! But the SIBAA Convention is going full steam ahead.

4. Smooth sailing,
Joe



BOOKS

BY

Francis J. Skurka

SHIPMODELS IN GLASS.

By Peter Hille & Barry Young.

In December 1999, I read in the Journal of the European Ships in Bottles Association "Bottleship", of a book written by two of that association's more prominent members. The advertisement did not state the price, so I telephoned the publisher, Brown, Son & Ferguson, Ltd. 4-10 Darnley Street, Glasgow, Scotland, and was told the price of \$68.00 U.S. I went to my local bank and was told savings banks do not handle foreign checks. Since I do not have a commercial bank in my town, I tried the U.S. Post Office and was told that an International money order was difficult to get and would involve a lot of time. That has now changed and it is easier to do, especially to the United Kingdom.

Since I wanted to get this book and write it up for the "Bottle-Shipwright" I sent cash. Big mistake! When I read Bob Evans Great review of the book in issue 2000-2 I knew I'd been had. I wrote the publisher and received a nice letter in reply with a copy of the book "for review purposes", since I explained that I write this column for the "Bottleshipwright". I feel honor bound to do this and will send a copy of Bob's review and a copy of this one to them.

This book is a beauty; Hard cover, exquisitely illustrated, well detailed and well written, covering the entire spectrum with information not found in previously written books on the subject. It's large format, 8"x11.5" allows ample room for well over 300 illustrations. This is a compendium of encyclopedic scope and is truly a reference work of ships in bottles design and the principles and techniques of building them.

Divided into twelve chapters, with four model projects, six pattern sheets, a bibliography and a list of suppliers, the contents which are all encompassing, are listed below and are taken from the book.

Chapter 1. Techniques: topics include: Building a "sailor's" model, putting ships in an upright bottle, globes, lightbulbs, and miniatures, casting components, drilling and cutting glass, miniature dowelling, rubber molds, making springs for tools, personalising work, photo etching, photography, knots, fancy work, turks heads, protecting stays and control lines, scaling, soldering, staining metals, weathering and dioramas.

Chapter 2. Tools of the trade: tool making, cutting mats, drill bits, and jigs, clean-up tool, files, glue dropper and spatula, gripper grabbers, and pick up tools, crocjobs, flex pick-up tool, grippers and thread grabber, handloop tool, hobby corner, magnifiers, marking pens and gages, mini-clamps, micro chisels and gouges, sharpening jig, model knives and scalpels, needle park, fixed and hinged paint brushes, picks, hooks and manipulating tools, pliers, razor blades, rigging threader, rigging trestle, sanding sticks and blocks, saws, sea modeling tools (scoops, tamping, wave forming) sharpening stones and slips, railing and rigging spacing jigs, stay and thread cutters, tool handles, tweezers (various types), vice, bottle work stand.

Chapter 3. Materials: adhesives, glues, bone, cold cast laminate powders, fibre optics, paints and pigments, paper mache putty, masts and spar materials, hull wood, thread, wire.

Chapter 4. Bottles, stands, embellishments: bottles (cleaning, preparing, decorating the neck, measuring dimensions), puzzle closures (various types), sealing wax, signets and seals, stands (antiquing and name plates.

BOOKS (continued)

Chapter 5. The sea: Quantity of the sea, modeling, painting and coloring, sea conditions, setting the ship.

Chapter 6. Seascapes and dioramas: simulating foam and spray, dioramas, bouys, seamarks, course and wind direction, lighthouses, sails and wind strength, rocks, cliffs and icebergs, telegraphs and visual signals, working lights for beacons and lighthouses, underwater scenes.

Chapter 7. Hulls: Construct : deckwells, cutwaters, sternposts, easy construction, better construction methods, gunports, painting, deck planking, portholes and scuttles, rubbing strakes and wales.

Chapter 8. Fitting out the deck: anchors, crew figures, deckhouses, fittings and furniture, figure heads, railings, ships boats, stern lanterns.

Chapter 9. Masts and spars: attaching yards, bars poles, bowsprits, doublings, drilling masts and spars, fixing forestays to the bowsprit, gaffs and booms, making masts and spars, making masts and spars the easy way, mast bands, mast and spar glossary, modeling mast tops, stepping the masts, supporting the masts while rigging, yards.

Chapter 10. Rigging the model: adding standing rigging; backstays, forestays and headstays, glossary, bracing yard and rigging lifts, dead-eyes, lanyards and bottlescrews (turn buckles), footropes, tracking stays and control threads, miniature eyes and ringlets, repair knots, advanced rigging techniques (stepping masts and attaching yards), fitting running rigging (loop and threader methods)rigging shrouds, ratlines, stays and staysails, simulating blocks and tackles.

Chapter 11. Sails, flags and flag lore: sail glossary, flags and flaglore, flag hoists, personalized flag hoists, furled sails, sail making I, paper and cloth sails, staysails and jibs; sailmaking II, plastic sails, sails for galleons and sail trainers, spencers ,spankers, gaff sails and spinnakers.

Chapter 12. Books, plans and nautical terms: Ships-in-bottles books and booklets, nautical glossary, plans and construction notes, specialist magazines (ship in bottle association publications).

- * Projects: Royal Yacht " Iduna ", Baltimore Clipper " Pride of Baltimore", Three masted Bark " Belem ", Revenue Cutter " Swan ".
- * Appendices: suppliers (europe) , Pattern sheets for: sailcloth, jibs and foresails, heraldic and cross emblems, deckhouse details, gratings, stonework and roof tiles; bibliography.

The book is printed on high quality paper and important technical "hints, tips and techniques" are color highlighted. Every subject is cross referenced with an excellent and detailed (as shown above) table of contents and index. The only critical note is that the "bouys and seamarks" section is for the United Kingdom; the bouy system in the United States is entirely different. I agree whole heartedly with Bob Evans, the book is expensive, it's an outstanding reference and should be in every ship bottler's library and on their workbench. If you don't have this one-you're missing out. Just don't send cash when you order it!.

Editors Note.

A lady in England is looking for someone to build her a Train in a bottle " any train will do but I like the Flying Scotsman ? she wants it for her son who is Managing Director of one of the lines in England. Anyone interested can write to her and quote her a price, with packing and postage.

Mrs. Ada Burdsall - 22 Adolphus St. Whitburn
SUNDERLAND
Tyne and Wear SR6
England

SPINDRIFT BY E.J. SKURKA

Model Expo Inc. is running a super sale on hand tools at exceptionally low prices; some of which are:

- * A double lens head magnifier with a stationary 1.8x lens plus a flip-up lens for a combined power of 2.3x. An extra round magnifier boosts power to 3.7x and 4.8x respectively. A 2.2 volt bulb on each side directs light where wanted. Can be worn with eye glasses.
#. MP243L, lists at \$49.95- on sale for \$11.99.
- * Baby bench vice of heavy metal with a 1" jaw opening, mounts directly on the work bench with screws provided.
#.SN845MV, marked down from \$8.95 to \$3.69.
- * Swivel arm magnifier lamp which is a balanced florescent light with a 4" diameter 3 diopter magnifier lens and a 45" flexible extension arm with mounting assembly. It has easy tube installation and removal. Tube not included. Reduced from \$79.95 to \$29.99.
- * Set of 5 pliers of stainless steel. These are coil spring mini-pliers including: Serrated jaw long nose with cutter, bent nose, diagonal cutter, top (end) cutter, and flat nose. all 4½" long with vinyl handles.
#. MP5, sale price from \$29.95 to \$8.99.
- * A .99¢ sale for the following: Scratch awl #SN820AW, List \$1.99, rigging line snipper #SHR210, list \$2.99, combination sharpening stone, both coarse and fine 6"x2"x1", #SS6, list \$3.99, a set of 4 minispring clamps # SN 326SC, list \$2.49, a 12" steel rule, list \$5.49.

There are many other spectacular buys. Model Expo's flyer can be obtained at: www.modelexpo-online.com, Or P.O.Box 229140, 3850 N.29th Terrace, Hollywood, Fl. 33022. or call toll free: 1-800-222-3876 Mon-Fri, eastern time 9-6.

Bondex International Inc. of St. Louis, Missouri 63122 (800-225-7522) Makers of "Plastic wood", a cellulose fibre filler which fills holes, repairs cracks and looks and acts like wood, has improved the flow and workability of this well known product which has been on the market for many years. It is a high performance wood fibre that hardens on exposure to air, giving a surface and body that looks and acts like wood. It can be sanded, cut, drilled, planed, whittled, stained, varnished, painted, or laquered. It can be tinted with oil based stains and holds nails and screws without splitting. It resists water and grease and can be thinned and cleaned up with acetone.

A new magazine has just been published called "Maritime Life and Traditions", unique in that it has no advertising and that it is a joint venture between the American magazine "Woodenboat" and the French magazine "Lechasse-Maree", it is a 90 page full color mag with photos, maps, diagrams, plans, charts, paintings, water colors and etchings produced on heavy coated stock. More in the next issue of this journal.

From the Reuters wire service is Oslo- A blind cod fish was caught off Norway for the 40th and final time on 7 February -01 by a kind hearted fisherman who has retired it to an Aquarium. Perhaps they'll provide it with a seeing-eye bluefish.

It used to be that only death and taxes were inevitable.
Now, of course, there's shipping and handling, too.

The United States has just completed work on a new missile nicknamed "Civil Servant". it won't work and they can't fire it.

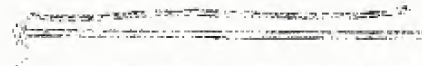
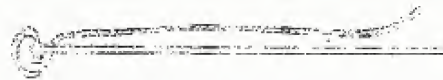
MODELER'S LEXICON BY F.J. SKURKA

- BOBSTAY** :A very heavy rope or chain leading from the end of the bowsprit, a spar extending from the front of the vessel to the stem or cutwater, just above the waterline. It secures the bowsprit to which are attached sails and lines leading to the foremast, which exert a tremendous pull on the bowsprit. The bowsprit was also secured by shrouds on either side of the bow.
- BOBSTAY PURCHASE** :A tackle used to loosen and tighten the bowsprit which consists of blocks connected between the front of the vessel and the bowsprit which are worked by a line leading back into the vessel.
- BODY PLAN** :A drawing made during the design of a ships hull, showing a view at right angles to the sheer plan which shows the midships section or central portion of the vessel.
- BODY HOOPS** : Large metal bands around a wooden mast, which are used when the mast is built up of several pieces which must be held together.
- BOLLARD** :A stout vertical piece of timber or iron fixed into the ground to which mooring lines are made fast when the vessel is alongside. Many are made of pairs fixed to the same base; common along piers and jetties. Also known as a niggerhead. In wooden whale boats, a thick piece of wood fixed to the head of the boat, round which the harpooner took a turn of line in order to veer the boat steady after the whale was struck. In old seaports and dockyards, old muzzle loading ships guns planted breech down were used as bollards along jetties.
- BOLLARD CLEAT** :A small fitting to which a rope or line is secured; it looks like two small t-shaped bollards, and is found on boats and yachts.
- BOLLOCKS** :The name of the twin circular blocks under the middle of the topsail yards of a sailing vessel.
- BOGGIN LINES** :A length of chain and a wire pendant shackled to the rudder horn which retains control of the rudder and facilitates steering in case of accident.
- BOILER STOOL** : A heavy steel or cast iron bracket resting on the tank tops or ships frames and under the boiler to support it; also known as a saddle.
- BOLSTER** :A piece of wood fitted in various places in a vessel to prevent chafing or nipping. Mostly found on wooden ships; sometime covered with canvas. Those resting on trestle trees to prevent them getting nipped by the rigging. Also on steel ships, wooden pieces fitted to the decks around hawseholes to prevent the cable from rubbing against the hawse hole cheeks are called bolsters.
- BOLT** : The standard measurement of length of canvas supplied for sail making. It is a roll 39 yards(35.6 meters) in length. There is no standard width, but usually varies from 22 to 30 inches (56-76 centimeters).
- BOLT ROPE** :Three stranded rope made of the best hemp, treated with stockholm tar and oil, which is sewn around the edges of a sail to keep the canvas from fraying. The entire rope is the bolt rope, while it is subdivided into those parts of the sail where it is sewn such as luff rope, foot rope etc. Bolt ropes are always sewn to the left of the center edge on which they are sewn, to enable the seaman to orient the sail by feel in the dark.

THE BEST OF BOTTLE SHIPWRIGHT

A SIMPLE GADGET TO HOLD PARTS TOGETHER INSIDE A BOTTLE by STU RANG

This gadget consists of a knotted string and a strip of wood, adapted to the size of your bottle, with three holes drilled in one end. I use this device to hold parts of my models together inside the bottle for manipulation, positioning, binding together for gluing, etc. By changing the route of the string through any two of the three holes in the wood a long distance clamp is affected that can hold objects at almost any angle. The thing is so simple and handy that I can't help thinking other people must be using it too, but I have never heard or seen mention of it anywhere. It is so reliable that I can't think of any cautions to offer in its use.

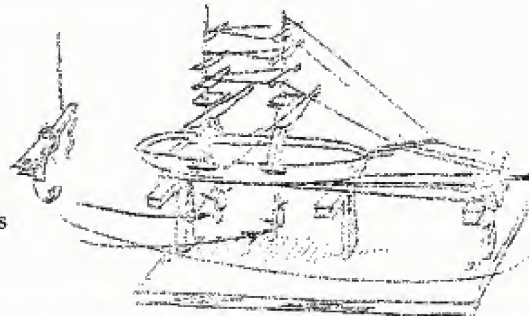


From Bottle Shipwright 1983-4

A GREAT TENSION GETTER

To get varying amounts of tension on your lines while rigging your model
by Jack Hinkley

Pass the jaws of a small, flat jawed alligator clip through the wire end of a fishing sinker and then clip it to the line that you want to have under tension...use various weights to get various degrees of tension. . .



Many rigging stands are solid pieces of wood with the model to be rigged fastened on by a screw or screws. Because of the vast number of rigging threads that I seem to have gotten myself into (my USS CONSTITUTION had 67 threads leading out of the lightbulb which houses her, for instance) I developed a personal rigging stand consisting of three wooden "T"s mounted on a 9 1/2" square piece of 3/4" white pine board. A touch of white glue, bow and stern, holds the model in place on and center "T"s. The righthand "T" stands alone and has several brads set provide spacers for threads leading out of the model and over the "T". For shorter models I have glued two longitudinal wooden rails, about between the left and center "T"s. Until recently I glued my hull directly over the center of the opening between the two rails. I did not use glue on my present model, but anchored it to the rails with wire twist ties which works with great

satisfaction.

In either case, once I have my model mounted on the stand, all of my rigging that comes down and passes through the deck will hang free in the space between the hull and the base of the stand. The purpose of this is to allow me to hang weights on these threads to keep the rigging taught. The use of weights eliminates the requirement to wrap or tie threads to pins, tacks, brads, etc. I use small flat-jawed alligator clips and swivel fishing sinkers to make my weights. When tension is required I take an alligator clip, pass the jaws through the swivel of a sinker and clamp it to the thread. It's fast and easy and simple to use. The same applies to finished rigging which can be kept under tension by running the thread out to the third "T" with the brads on it and clamping on a weight. Alligator clips can be used in many ways - almost like fingers.

Jack Hinkley, Coraopolis, PA

HINTS FOR BETTER BUILDING AND OTHER GREAT IDEAS

1. NEW MATERIAL FOR THE SEA - Because putty presents problems with drying, mixing with color and smudging of the inside of the bottle, STEVE SABA (Bakersfield, CA) suggests trying paper mache'. This material is ground up paper and is obtainable from most art stores. It mixes well with watercolor pigment and being water based causes far less of a problem when inserting into the jug. He reports that it adheres well to the sides when dry.

2. MAURICE PIZER (Sun City, AZ) sent in a xerox of a chapter on ship-in-bottle building which appeared in a 1934 book, THE MANUAL OF SHIP MODEL MAKING, published by The Popular Science Publishing Company. The chapter was a reprint of an article by Captain E. Armitage McCann. Of particular interest was his direction to hollow out the bottom of the hull, a technique described by Jack Hinkley in Bottle Shipwright 2-83.

Also described is a method for "ironing" wrinkled paper sails inside the bottle using a steel wire which has been dipped in boiling water to dampen the sails, then reheating the wire on the stove - just enough so that it will not burn you - to re-iron the damp sails to straighten and dry them.

3. FRED BIRKHOFFER, (Daly City, CA) suggests using fly tying thread. Extremely thin and strong, he reports.

4. JAMES H. DAVISON, (Royal Oak, MI) mentions that he has found Mini Drill #64-2097 from Radio Shack (Price 32.99) ideal for drilling small holes in masts, bowsprits, etc.

Associate Editors note: Because so much great material has appeared in Bottle Shipwright since its beginnings in the early 1980s we have decided to look through these back issues and bring you some of the highlights that can be both interesting and useful to SIB builders. Your comments are welcome.

Don Hubbard

All of the above material has come from Bottle Shipwright 1983-4



The new members we welcome to our ranks in this issue all have either built some Sib's or are starting to. Jamie Stewart Jr. Of Brooklyn, New York collects Sib's with about 30 in his collection. He also builds his own. George Allen of Philadelphia, Pennsylvania, and Hector Sepulveda of Norfolk, Virginia each have one to their credit. Michael Kliceck of Troy, Michigan and M.N. Sonny Varela of W. Bountiful, Utah are ready to start building.

Welcome aboard gentlemen, and remember that this journal is about you, what you do and how you do it. Have an idea, a tip, a different method for doing something, a question, or a need of some help. Some photo's of you work ? send them in, we will try to help.

In the last issue (on this page) was an e-mail note from Joe Barr about the article in World Traveler Magazine. Below is the article from January 2001 by permission of Editor Bev. Dirks.

hidden history

How do you get a ship to fit into a bottle? Ship-in-bottle exhibitors can spend weeks or months hand-painting flags and tiny details, while others take years to finish. There are a number of ways to make the model fit through the neck of the bottle, but the only one that is not allowed is to cut the bottle open. Most sailing vessels are made so that the masts can collapse and then be raised again once the ship is in the bottle.



NORTHWEST AIRLINES
**WORLD
Traveler**
VOLUME 33, NUMBER 1



The story of the evolution of this craft is just as unique as each piece represented. Developed in the early 1700s, the art form began when various religious scenes were built in bottles. At the time, they were called "patience bottles." Ships became the traditional subject in the 1800s. A benefit is the minimal amount of space needed for construction, which suited the life of sailors at sea who had too much time on their hands and too little space. "Ship-in-Bottle" will be held in Detroit, Michigan, from April 2001 through January 2002, featuring 38 ships-in-bottles from 16 states and two foreign countries (Belgium and India). For more information, call 801.774.8267.

Steve Moseley sent in this tip for drilling holes in bottles.
" I have found a trick to drill holes in glass bottles. I use carbide drill bits and fill the bottle with ice-water. Holes can be drilled in under 5 minutes.
Editors note. Be extremely careful if you try this. Remember you are working with glass , water, and electricity. We take no responsibility for you using this idea.



Above Left, The John B. Prescott. / Above Right, The Prince De Neufchatel
in a Johnnie Walker Red label btl. in a 1liter Corning medical btl.



Above Left, The Flying Cloud. / Above Right, The Alice Cameron.
both in a Johnnie Walker Red Label Bottle.



Above, a photo of all of the Sib's including 4 mini's and two flags
of India. The above sent by Chris Nair of Jabulpur for Detroit 2001.



ASSOCIATED PRESS

The rebuilt Navy brig Niagara might be built on parts of a British ship.



Frank Skurka sent in this article called the Niagara Controversy.

Historians Charles A. Watkins and Mark Matusiak have said that the U.S. Brig "Niagra" which is a reconstructed 19th century vessel recovered from Lake Erie, may not be a U.S. vessel, but a British ship named the "Queen Charlotte". The Niagara is made from the remains of the vessel Captained by Oliver Hazard Perry at the battle of Lake Erie in 1813. Most people, widely believed that the parts of the Niagara used in the reconstruction are of the original vessel, however, the historians dispute this, saying that

the parts are from the "Queen Charlotte", captured during the battle.

The "Niagra" one of eight hastily built U.S. vessels that defeated six British ships to win an important and pivotal victory during the war of 1812. The original vessel was scuttled in 1820, but raised in 1913. In 1943, using some of the original timbers, the ship was again reconstructed.

The current "Niagra" is the second reconstruction, still using some of the original wood and was launched in 1988. Watkins and Matusiak claim the remains recovered in 1913, don't match the ships dimensions of the original and the present "Niagra" isn't long enough to provide for the eleven gun ports the original was reported to have. The "Queen Charlotte" was shorter and could have ten gun ports on each side, fitting the measurements of the remains. The Brig's current Captain Walter Rybka has said "they are reading, I think more into it than the facts support, and that records show the four ships involved in the battle, including the Queen Charlotte, were sold to a private owner in 1825." Food for thought for the scholars.

An article I have in an official U.S. Navy book "Your Navy" Navpers 10600. Lists the "Queen Charlotte" with 17 guns.



Also, a brief "thanks" to Conrad N. Forget for a \$25.00 donation in memory of his mate, Barbara.

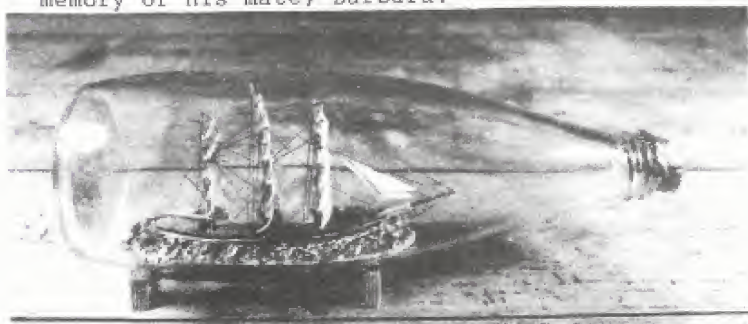


Photo Left. from Hans de Haan of Bergen op Zoom, Holland. it is the "Cutty Sark" in a 0.5 liter bottle. Very nice work. Thanks Hans.

A GOOD IDEA FOR MAKING THE HINKLEY HINGE. By Charles McClush.

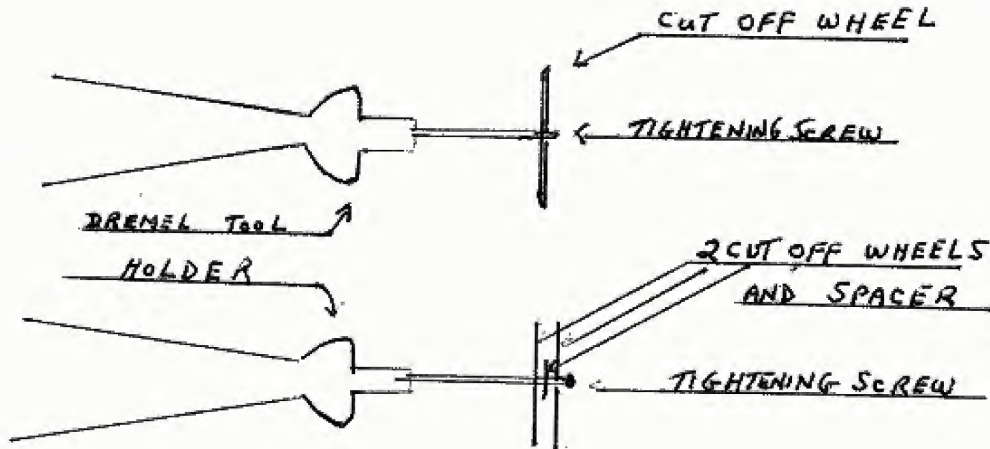
Dear Ray,

I came up with this idea, when I was working on the U.S.S. Constitution

- (1) Taking the rough mast's parts, I used a jewlers saw to cut the (rough) parts first (slots). A dremel tool held in a vice, Mast parts held by hand !
- (2) Then I used a single cut off wheel to finish one part.
- (3) Then I used a double cut off wheel with the spacer to finish the second part.
- (4) The spacer is a used cut off wheel held in the dremel tool by tightening the screw, then break off the sides and you are left with the small spacer (makes a great hinge)
- (5) Assemble hinge first ! then finish (by hand) sand paper to size required.

Hope this idea works well for our fellow Sibbers.

* Editors note. Charles is from Ontario, Canada. Thanks Charles.



If a jogger runs at the speed of sound, can he still hear his Walkman?

If athletes get athlete's foot, do astronauts get mistletoe?

If Barbie's so popular, why do you have to buy all her friends?

If blind people wear dark glasses, why don't deaf people wear earmuffs?

If cats and dogs didn't have fur would we still pet them?

If peanut butter cookies are made from peanut butter, then what are Girl Scout cookies made out of?

If space is a vacuum, who changes the bags?

Simple Jewelers Bench Block Adapted For SIB'S

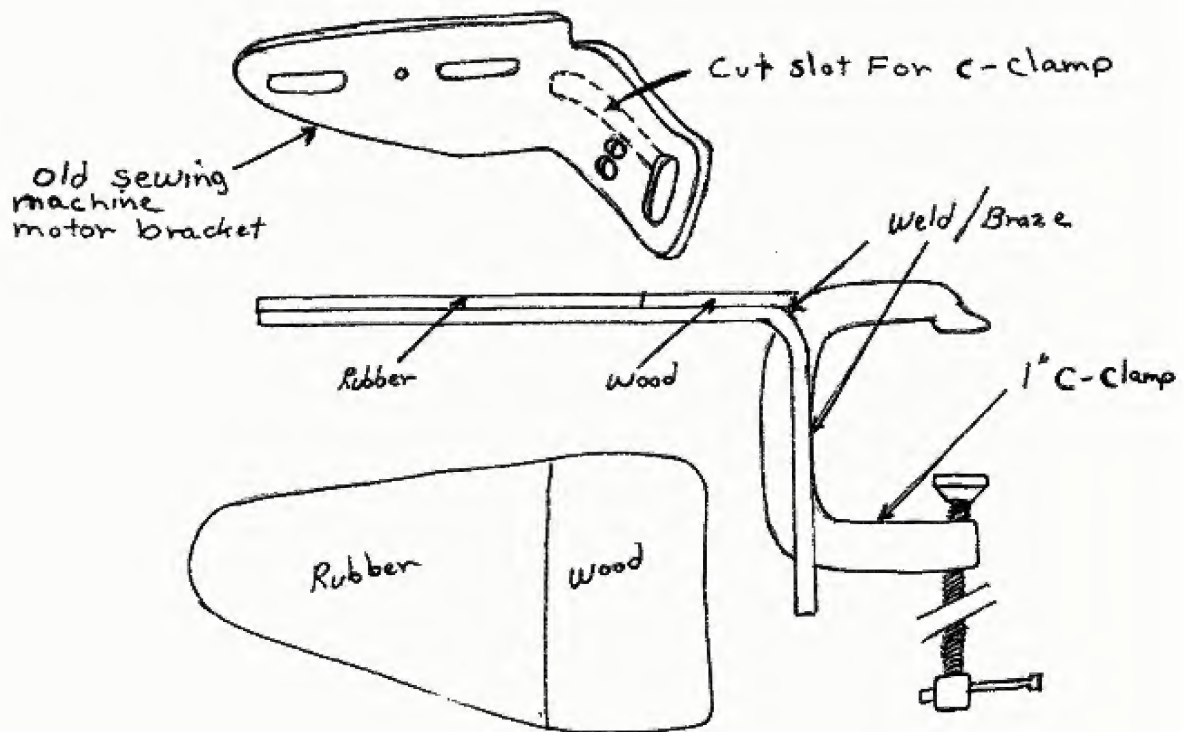
Out of necessity, and being a frugal Yankee - I devised a jewelers bench block from a Salvaged sewing machine motor bracket, a 1 inch c-clamp, a scrap piece of 1/8 Basswood, and a piece of 1/8 rubber gasket material.

Start by cutting a slot just wide enough for the c-clamp to fit into in the bracket. I started using a hacksaw & quickly went to a dremel cut-off blade. Weld or braze the Clamp to the bracket.

Next cut and shape the wood & rubber to fit the top of the bracket. Glue using (Contact glue) the wood & rubber pieces to the top of the bracket.

This is a really handy tool for hand working small pieces, the rubber keeps the Part from moving and/or being damaged by a hard surface, and the wood allows you To cut or drill small pieces.

Enjoy!
Bob Brown.



RFD -SIB

For those of you who have a roadside mailbox, here's a neat way to show you are a ship bottler. It does not cost much in way of materials, and is easy to make. The result is an attractive SIB mailbox topper.

I used 1/8 " bar stock, 2 feet long and using my vise, bent it to shape of pattern drawn on paper, fig.1. At the bottle opening, I soldered a metal napkin ring in shape of a turk's head knot, fig.2, next I drilled holes at base and riveted a sailing ship sun catcher, I purchased at a yard and garden store, fig.3. I spray painted all flat black, except the turk's head knot, which I left silver. The finished work I hung with wire rings from 1/2 " flat stock 1/8" thick and mounted it to mailbox post, fig.4.



fig. 1



fig. 2



fig. 3

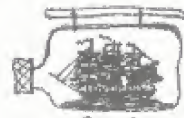
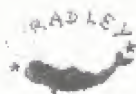


fig. 4

At right, the finished product, closely guarded by Nathaniel, the newest crew member of the Bradley clan.



Although I have only been building ships in the bottle for 2 years and have just 10 models to my credit, I believe that I have found a product, which many of the SIBAA members may find useful. The product is micro-cut scale lumber. I believe that it is mainly used in model railway construction and architectural models.

It is produced by:
Midwest Products Co. Inc.
400 South Indiana Street
P.O. Box 564
Hobart, IN 46342
Phone: (800)-348-3497

The product is 11" basswood strips, which come in a variety of thicknesses and widths. They come approximately 15 pcs/pkg and cost a couple of dollars per package. Below are the catalogue numbers and dimensions. I use product #8002 to plank the deck and hull of my models. The procedure I use to plank the deck is similar to that found in the 1999-2 issue of The Bottle Shipwright. One can place their order directly or they can direct you to a store near you that carries their products, by calling their toll-free number listed above.

Catalogue #	Size*
8000	0.0208 x 0.0208
8001	0.0208 x 0.0312
8002	0.0208 x 0.0416
8003	0.0208 x 0.0625
8004	0.0208 x 0.0833
8005	0.0208 x 0.1041
8006	0.0208 x 0.125
8016	0.0416 x 0.0416
8017	0.0416 x 0.0625
8018	0.0416 x 0.0833
8019	0.0416 x 0.1041
8020	0.0416 x 0.125

*All dimensions are in inches. To convert to millimeters simply multiply by 25.4.

I discovered in the 1992-3 issue of The Bottle Shipwright that a 12" Crocodile Action Ear Polypus is similar to the 3½ and the 5½ inch model carried by Micro-Mark is produced by American optical. I wrote to Micro-Mark and asked if they could carry the 12-inch model in their catalogue. I told Micro-Mark that if they did that I would inform the SIBAA members that this instrument was available. I hope that in the near future I will be able to tell you it is available. If fellow SIBAA members would like to encourage Micro-Mark to carry this product, then they can write to them at the following address:

Micro-Mark
340 Snyder Avenue
Berkeley Heights, NJ 07922-1595

Steve Mosely
Cincinnati, Ohio.

Bob de Jongste

13 Van Hoornbeekstraat, 2582RA THE HAGUE
Netherlands

January 8, 2001

To: Henny Fransen
Bernard Gallet
Ray Handwerker
Gerhard Herrling
Alan Rogers

Dear Friends,

Let me start my letter by wishing you, your family and all members a very healthy, happy and prosperous 2001.

My New Year started wonderfully .I have been successfully operated in my right eye. Fortunately no serious complications from earlier operations.

Cataract has its pros and its cons. Before the operation I could recognize the girls only at kissing distance, but now they know, that I have been operated, they only wave at me from the other side of the street, but putting all jokes aside, I am so happy that I can see again. The lady-eye-surgeon told me before the operation that she would be very happy if she could give me back my 70% vision as I normally had, but to her great amazement she came to 95% when she was checking my eye the day after.

Can you imagine how happy I am? All colours are so bright and beautiful. And if one of the older members has to undergo a similar operation, I can swear, I didn't feel anything at all!

That's all for now. From Holland with love!



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 Maurice Cornelis (cornelis@snip.net) Robert Little (stormyl2gte.net)
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 Barry Smith (BARRYSUANNA@aol.com)
 George D. Villiers-furze (potro@email.msn.com)
 Randy Westervelt (shipbotler@aol.com)
 World Wide Web server (http://www.shipbottle.ru)
 Dutch SIB (http://home.clara.net/hjongste/sibnl.htm)
 Sib History Page (http://fundinet/fpweb/2-hist.htm)
 Ralph's Propaganda Sheets (http://natosongs.com/hit_the_bottle.html)

The Wooden Boat Store, Naskeag Road, PO Box 78, Brooklin, Maine 04616

1-800-273-SHIP (7447) Fax: 207-359-8920 Email: wbstore@woodenboat.com

Web Site: <http://www.woodenboat.com>

Show the flag and support your Association by displaying our fine emblem!

ADVERTISING RATES.
Business Card- \$10.
¼- One Quarter Page- \$20.
One Third Page- \$30.
Full Page- \$ 60.

The copy will be printed in four consecutive issues (1-year) from the closest publication date of receipt. Checks for ads should be made payable to: "The Ships-in-Bottles Association of America" and sent along with ad copy to:

Mr. Adam Mello
1606 Harley St.
Calistoga, Ca. 94515.

Order Blank

To: Ray Handwerker, 5075 Freeport Dr.
Springhill, Fl. 34606.

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Name:

Address:

City:

State:

Zip:

Please send:

() 4 inch Embroidered Emblems @ \$3.00

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Total enclosed:

DO NOT SEND CASH--Check or money order only.
Made payable to Ray. Handwerker, 5075
Freeport Dr. Springhill, Fl. 34606.

HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

1. When an agnostic dies, does he go to the "great perhaps"?
2. Why is the time of day with the slowest traffic called rush hour?
3. Do you think Houdini ever locked his keys in his car?
4. Why is there a road sign that says "Braille Institute, Next Exit"?
5. Can atheists get insurance for acts of God?
6. If procrastinators had a club would they ever have a meeting?
7. If the #2 pencil is the most popular, why is it still #2?

★★★ **SHIPS IN BOTTLES** ★★★

Robert E. Gil has been a professional artist for over 40 years. He has been a member of the National Geographic Society, the Society of Marine Artists, and the Society of Ship Modelers. He has been a member of the Society of Marine Artists since 1960 and the Society of Ship Modelers since 1965. He has been a member of the Society of Marine Artists since 1960 and the Society of Ship Modelers since 1965.

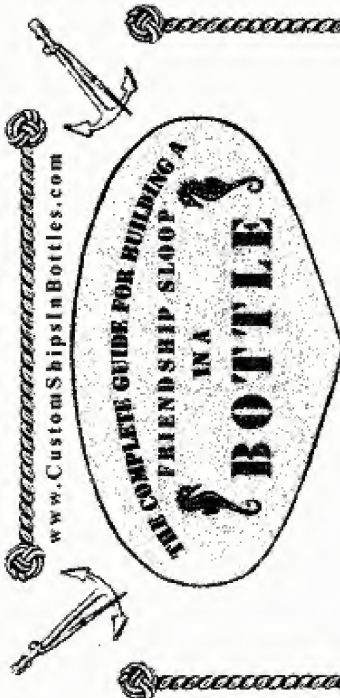
Gil Charbonneau is known by his peers and collectors for the quality of his more than 80 ships in bottles. The National Geographic World, Yankee Magazine, Down East, Colonial Homes, Traditional Homes, Seaways' Ships in Scale, Off Shore, Sailing, The Bottle Shipwright, and The New York Times have all featured his work. His art has been part of the Discovery Channel's "Tales of Wood & Water", "The American Trail", The P.B.S. hit "Reading Rainbow" with Lever Burton, the C.B.C. program "Land & Sea" and most recently the popular C.B.S. "Travels With Harry" with Harry Smith and "Sunday Morning" with Charles Osgood.

You'll easily acquire knowledge of techniques, tools & tricks of the trade that Gil has learned over the past 45 years. Build the Robert E. McClain sloop "DICTATOR" in a readily available bottle using common tools to produce an uncommon ship in a bottle. Your Friendship Sloop in a bottle could look as outstanding in a Museum as it will on your mantel. With this direct step by step video, Gil shows novice and experienced builder alike the lessons that can be applied to any ship in bottle project.



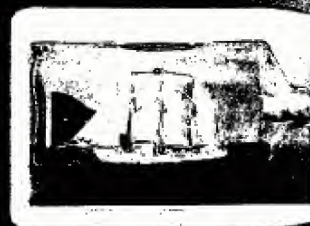
For a complete 226 minute double video with surprise ending: please send \$35. plus \$4. for P&H in U.S. funds by check or money order to:

Gilbert Charbonneau
982 Cross Point Road
Edgecomb, Maine 04556



ISBN 0-943665-09-4

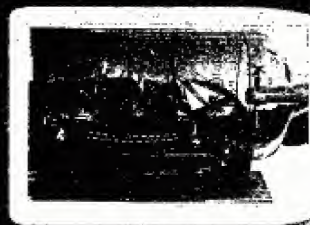
BOTTLESHIP



EUROPEAN
ASSOCIATION
of
SHIPS IN
BOTTLES



1998



TO WHOM IT MAY CONCERN:-

The Association is a non-profit making organisation of approximately 170 Members who produce their own magazine, 'Bottleship', four times a year. It is for circulation solely within the membership and is strictly not for resale.

Current subscription rates are (per annum) :- £12 U.K. ; £13 rest of the world; \$20 U.S.A. and Canada

MEMBERSHIP is granted to all persons.

For further information, please write to the **MEMBERSHIP SECRETARY** to whom Membership fees should be sent.

Pat Labistour, "Seascope", King Street, Robin Hood's Bay
North Yorkshire YO22 4SH -tel. 01947 880512

Sterling Cheques or Foreign paper currency only, please.

THE DUTCH ASSOCIATION OF BOTTLESHIP BUILDERS

WELKOM aan BOORD

Established : September 1985
Members : Average over the years: 80
Magazine : 'Welkom aan Boord'
Quarterly
Language: Dutch
Size: A-5, 20 pages
Subscription rate: Hfl 25,- / year
Meetings : Once a year
Exhibitions : Since 1985: six



The Dutch association is established upon their first meeting in September 1985.

In the beginning of 1985 the few Dutch bottleship-builders were member of the European Association of Ships-in-Bottles (EASiB). At that time the EASiB counted only about 29 members total. Four of them were 'Dutch'. Among them the secretary/editor of the EASiB, the late Mr. Aubry Dunning, lived in Utrecht (NL).

Then in august 1985, in conjunction with the great sail parade 'Sail Amsterdam', one of the sponsors started an advertising campaign, in which Hans de Haan participated with his bottleships. This resulted in an increase of Dutch members.

In September 1985 the Dutch members met in the 'Veluwe Museum' in Harderwijk. There were quit some members who had problems with the English language, but still wanted to be member of an association. So Bob de Jongste from The Hague took the initiative to create a 'Dutch magazine'; with information about the Dutch Ships-in-Bottles scene. It was and is called 'Welkom aan Boord'. From that time on we can speak of the Dutch Association of 'Ship-bottlers'. The magazine started as a 'One-Sheet-A4' leaflet, but by the years has 'grown' to a beautiful (A-5 size) booklet. With the growing of the magazine, also the number member of 'Welkom aan Boord' increased.

Our first exhibition was set up in 1985 in Harderwijk. About 80 bottleships were displayed. The Dutch television was also present, to record this day for a future ten-minute broadcast.

Since that time we have had several exhibitions on different places in Holland; mostly invited by a museum.

Every year we organise a meeting somewhere in Holland, where we bring our latest models built, swap experiences, show pictures, books on bottleships and home made special tools etc. And here are the men who spend some(-times a lot) of their their time to keep things going:

Helmsman:
Hans de Haan
Grauwe Gans 34
4617 KE Bergen op Zoom
Tel. 0164 235 895

Editor:
Henny Fransen
Klipper 12
1625 EH Hoorn
Tel. 0229 234 229

Finance:
Dietert Jan Brugma
Van Heeckerenlaan 43
6711 JM Ede
Tel. 0318 613 965

THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Thank you for your query:

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$ 25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

Don Hubbard, Membership Chairman
P.O. Box 180550,
Coronado, CA 92178-0550

APPLICATION FORM

Full name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E Mail: _____

Please briefly indicate your interest and experience with bottled ships: _____



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This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for
additional forms.





Above; Bernd Braatz of Berlin, Germany with a work in progress
The 24-Gun Frigate, Pandora of 1779
Below; A Dutch Yacht in a 5 liter bottle (scale 1:155) also
by Bernd Braatz of Berlin Germany. Beautiful work Bernd.
And thanks for sending in the photo's.

